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COUNTY ADMINISTRATOR

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Agenda # 11 ; November 10, 1987

MEL HING

COUNTY ADMINISTRATOR

November 6, 1987

STEVEN C. SZALAY

ASSISTANT COUNTY ADMINISTRATOR

Board of Supervisors
County of Alameda
Oakland, CA 94612

Dear Board Members:

INSTITUTE OF GOVERNMENTAL
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Subject: Status Report on Homeporting of the USS Missouri

DEC 11 1987

Recommendations

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It is recommended that your Board:

1. Establish a task force appointed by your Board to include both Board members and City Mayors that would meet on a regular basis with the Commander Naval Base San Francisco, as regional commander, and Naval Activity Commanding Officers in Alameda County to discuss areas of common interest and concern.
2. Direct my office to work with the Navy and County and City Housing Authorities to investigate potential sites close to established Naval installations for Naval housing.
3. Request that the Navy evaluate the potential for increasing the housing at Hunters Point above the planned 1500 unit level.
4. Authorize the County's Federal Legislative Advocate to work with the Navy to support Federal funding for the Navy's Bay Area Acquisition Housing Program.
5. Request that the Navy establish a transportation coordinator at each of its bases in Alameda County to coordinate various methods to mitigate transportation impacts resulting from increases in Naval personnel from Fleet disbursement.
6. Request that the Navy involve appropriate County departments, i.e., Environmental Health, Planning and Public Works Agency, in the development of "the community relations plan" that is a component of the planning and study of handling of hazardous waste and toxic cleanup at Naval facilities within Alameda County.
7. Request that the Navy jointly explore with the County the possibility of establishing first-referral hiring commitments that would utilize the local private industry council programs of Oakland and Alameda County for local procurement contractors.

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8. Request that the Joint Air Force, Army and Navy study involving Letterman and Oak Knoll Hospitals coordinate and consult with the County Health Care Services Agency in its development.
9. Request that the Directors of Social Services and Health Care Services evaluate and prepare a report to the Board regarding the impact of military families on their respective budgets.
10. Request that load/off-load of all ordinance be done at Anchorage for the USS Missouri, and further that all other vessels associated with the fleet be loaded at Anchorage or Vallejo; and
11. Request that the Navy put in writing its agreement that all conventional or nuclear weapons to be transported to Alameda County Naval installations be done by barges, and the only exception to this agreement to be made by the Commander Naval Base San Francisco; and, further, that a report of those exceptions, if any, be periodically provided to the joint Naval and local government task force as outlined in Recommendation #1.

Summary

Your Board requested on October 27, that my office study the potential impacts on the County that would result from homeporting the USS Missouri and its associated support vessels. The homeporting program will increase the number of vessels that would be homeported in the Bay Area from 26 to 37, if Congressional funding is provided.

Over the last few weeks, members of my staff have met with representatives of affected cities, the Navy, opponents to the homeporting program, as well as members of your Board. The scope of our report, based upon discussions with your Board, addresses the following impact areas: housing, transportation, social and health services, schools, environment, law enforcement, ordinance transportation and the local economy. In reviewing each of these impact issues, information was reviewed from the draft and final environmental impact studies, supplemental information was requested from the Navy, and declassified documents were obtained regarding the homeporting program supplied by the Western States Legal Foundation. Based on discussions and a review of all documents, impacts were identified and mitigation actions were explored with representatives of the Navy.

The recommendations set forth are only a beginning point to address the known impacts resulting from the current Naval presence in the County, and set forth a vehicle for continued study and assessment of the associated impact resulting from the USS Missouri and its support vessels. Through this process, elected and administrative officials and the Navy will be able to address areas of common interest and concern constructively .

November 6, 1987

Financing

There will be no increase in County cost resulting from the recommendations contained in this report.

Very truly yours,


MEL HING
COUNTY ADMINISTRATOR

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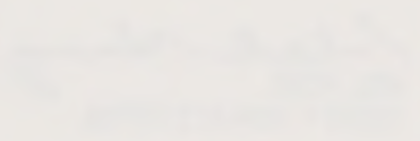
Attachment

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Captain Krumm, Naval Homeporting Coordinator
Andrew Lichterman, Western States Legal Foundation

Section 1

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Section 2

Section 2

This section contains the main body of the document, which is a copy of the original document and is not to be used for any other purpose.

STATUS REPORT
HOMEPORTING OF THE USS MISSOURI
IMPACT ON ALAMEDA COUNTY

Prepared by
County Administrator's Office
of Alameda County

November 6, 1987

THE
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STATUS REPORT ON THE IMPACT OF THE HOMEPORTING OF THE USS MISSOURI ON ALAMEDA COUNTY

I. BACKGROUND

In August, 1987, the Alameda County Board of Supervisors requested the County Administrator's Office to study and report on the impact of the USS Missouri and its support vessels homeporting program on Alameda County. This report represents the status report of our findings after review of the draft and final environmental impact studies, along with supplemental information requested from the Navy and declassified documents secured and provided to the County by the Western States Legal Foundation. This report addresses only those questions and issues that were requested by the Alameda County Board of Supervisors. Thus, it does not purport to represent a comprehensive assessment impact on either the Bay Area or the sub-regions outside of Alameda County. Over the last few weeks, members of my staff have met with representatives of affected cities, the Navy, opponents to the homeporting program, as well as members of your Board. We would like to thank those who have assisted my office in completing this report.

II. DESCRIPTION OF THE PROGRAM

In June 1985, the Secretary of Defense selected the San Francisco Bay Area for the homeporting of the USS Missouri and its associated support vessels. This action's intention is to establish a second West Coast battleship group by homeporting the USS Missouri and one escort ship in the San Francisco Bay Area. A nine-ship cruiser/destroyer group was being considered for homeporting in the San Francisco Bay as part of the proposed action. This action serves the Navy's strategy for fleet dispersal and makes effective use of the existing naval facilities. The Bay Area's existing Naval support activities and its urban/industrial nature could provide support for the proposed homeporting of additional ships in the San Francisco Bay Area. The Navy currently has a large established presence in the Bay Area, and employs approximately 40,000 people, of which 28,000 are civilian residents.

While 6 homeporting sites were identified in the environmental impact study with a no-project option, the Navy has selected to place all 11 battleships of the battle group and cruiser destroyer group ships at Hunters Point (Alternative #5). Total initial dredging, according to the environmental impact study under this option, would be approximately 912,000 cubic yards (the least of all alternatives). Maintenance dredging of 200,000 cubic yards per year will be required. The Homeporting project at Hunters Point would provide:

- Housing for 1,500 Naval officers and enlisted personnel
- A commissary and officers' quarters
- Administrative facility and functions
- Recreational facilities
- Ship repair and maintenance

III. REVIEW OF THE PROJECT IMPACTS OF THE HOMEPORTING PROGRAM ON ALAMEDA COUNTY

The following discussion focuses on various impact areas that were requested for review by the Alameda County Board of Supervisors. These include housing, transportation, schools, law enforcement, health, environment, social services, and ordinance transportation. These areas are discussed in detail below.

Housing

Eight hundred and eighty-one (881) households will require private housing in Alameda County under the Hunters Point homeporting plan. The Navy recognizes the plan's impacts and plans to construct 646 housing units at the Alameda Naval Air Station to partially mitigate the increased demand on the County.

The estimated shortage of housing for military personnel in the Bay Area for 1987 is 3385 units. This estimate takes into account both the existing shortage and the additional impacts of the homeporting of the USS Missouri and its support fleet as well as the Texas and USNS Mercy which are homeported at the Alameda Naval Air Station. The Navy plans to eliminate the regional housing deficit over the next five years through construction of 300 units at Novato, 1500 units at Hunters Point, 144 units at Treasure Island, 600 units at Concord, 200 units under the 801 program, and the above-mentioned 646 units at Alameda. Their inventory expansion program of private residential housing units calls for 736 residential units. While this estimate is for the entire Bay Area, it is assumed that a significant portion of these units will be in Alameda County given the present demographic distribution of Naval personnel throughout the Bay Area. In this case, Navy personnel will be competing with civilians for the community's low-income housing. The Navy has supplied information in order to elaborate on the ensuing affordability issue using the 1987 monthly above-allowance housing costs or "affordability gaps" by pay grade for Naval personnel. Net out-of-pocket cost allowances range from \$67.46 per month for an E-1 to \$258.32 per month for an E-9 (see Attachment #1). Under the Homeporting Program's Residential Housing Plan, (Alternative 5), both officers and enlisted personnel will be eligible to use the planned 1500 units at Hunters Point. Six-hundred and forty-six (646) units planned for the Alameda Naval Air Station are for enlisted personnel only.

The USS Texas and USNS Mercy have both recently arrived at NAS Alameda with crews that respectively number 450 and 44. Approximately 100 to 150 of the USS Texas crew require housing in the local area. The USNS Mercy is a reserve ship and staffed largely by civilians and reserve crew who already reside in the community.

Representatives from the Oakland and Alameda Housing Authorities were contacted about the potential impacts on subsidized public housing. According to their reports, while active duty military personnel are a priority category, they rarely find military families in their public housing.

The Oakland Housing Authority is presently working with the Navy in order to pilot a program under HUD to rehabilitate 60 units for military personnel. Approximately 20 units have been rehabilitated. All parties are encouraged by the program's potential, and if it is successful, expansion will be considered.

In summary, the Bay Area presently has a housing shortage for Naval personnel that the USS Missouri and its support vessels will increase by 3385. In recognition of this fact, the Navy plans to construct housing to eliminate the deficit that will be located mostly on government land, although its plan is subject to Congressional approval.

Two areas of concern remain: 700 Bay Area units to be obtained using private rental agreements will decrease supply of already limited low-income housing, and, secondly, the location of some of the planned units on government lands that are far from established Naval installations. Naval personnel commuting from locations like Concord or Novalo will add to existing and serious traffic congestion problems. Therefore, efforts should be made to provide housing that is near to the installations by working with Alameda County cities to identify suitable lands. The Navy should reevaluate its expansion plans regarding the numbers of planned residential units in Hunters Point as the homeporting program's housing needs become more precise. Both the housing acquisition strategy that addresses the present shortage, as well as the homeporting program, will require continued monitoring. Congressional support will also be needed if it is to occur. Thus, local support will be integral to the housing acquisition strategy's achievement.

Traffic & Public Transportation Impacts

The homeporting action could add from 17,780 to 23,870 daily vehicle trips to Bay Area roads according to the EIS which will increase regional peak-hour traffic congestion by .6% to 2.9%. The location of affordable private housing for homeporting personnel will be a major factor in the increased traffic distribution on local traffic patterns.

The EIS identified several specific areas of potential traffic impact on highways and in the City of Alameda. Affected highway interchanges include the Bay Bridge, I-280/US 101 and I-80/US 101 interchanges. City of Alameda intersections discussed in the EIS include Main/Atlantic, Webster/Atlantic, and Webster/Lincoln.

The environmental impact study recommends three areas of mitigation that might reduce the most adverse impacts of the project on traffic in the Bay Area. These include:

- **Transportation Services**

- 1) Increase the use and availability of public/private transit by increasing the efficiency of the use of private vehicles (i.e., shuttles to public transportation facilities, ferry service

between East and West Bay installations, peak hour ground transportation between installations and Naval housing sites, park-and-ride lots).

2) Improve/increase existing public transportation services.

3) Ride sharing.

- Physical Facility Improvements -- Increase capacity thereby improving operation and safety (Caltrans is currently addressing these improvements).
- Policy Actions -- Reduce the magnitude of private automobile travel by achieving more efficient use of available transportation infrastructure, i.e., subsidize Muni/AC Transit operations for free or subsidized transit passes, limit commercial deliveries to Hunters Point during peak hour transit periods.

The Navy is planning on the following actions which are presently being incorporated into the Memorandum of Understanding between the Navy and the City of San Francisco:

- A transportation coordinator at Hunters Point;
- Caltrans station at Hunters Point;
- Various Hunters Point intersection improvements;
- Restrictions on commercial transportation to the Hunters Point base;
- Extension of Muni routes; and
- Adjusted work hours for civilian personnel (flextime).

In addition, they are evaluating the feasibility of establishing a ferry service between Treasure Island, and West and East Bay installations in order to reduce Bay Area traffic. In order to address intersection impacts in the City of Alameda, the Navy is preparing a traffic study for the family housing site at the Naval Air Station. They have indicated that some new street connections may be made to avoid Webster Street and Atlantic Avenue. These improvements may be eligible for Department of Defense funding.

Although alluded to in the EIS, one issue that has not been discussed as a source of mitigation is the need to locate Naval family housing units in close proximity to established installations. Specific clusters of housing units are planned for Novato, Hunters Point, Treasure Island, Concord and Alameda according to the Navy's acquisition housing strategy. The Navy should consider expansion of its housing commitment above the 1500 units planned at Hunters Point in order to reduce Bay Area traffic congestion. It should also plan to work with Alameda County cities and their respective housing authorities to identify public and private lands that are closer to the installations where present or anticipated deficiencies exist.

Social Services-Related

The County Social Services Agency is unable to determine the extent of military personnel dependency on County Social Services as the Agency

does not require the reporting of military status in their eligibility requirements. Therefore, further study of the impact on the County Social Services is warranted before we are able to draw any conclusions of the potential impact on the County.

The Family Service of the Navy reports that there is no evidence or available data which shows that the Navy community in Alameda County represents, or will represent after homeporting, a disproportionate burden on Alameda County Social Services system. The Navy's current construction plan at Hunters Point calls for construction during FY '89 of a medical/dental facility whose cost is estimated at \$5.3 million. Plans also call for a 24,869 sq. ft. facility to provide a full range of medical/dental services to serve an estimated population of 8,600 active duty ship/shore base personnel and eligible civilians. The Navy also plans to expand family services at Treasure Island after homeporting. Planned services include dependent services, child care, counseling and recreational services.

In the absence of quantifiable service impact information from our Social Services Agency, we reviewed studies of the impact of homeporting on other communities. These programs were the Trident Submarine's Homeporting in Kitsap County, Washington, and the 13 ship carrier battle group Everett Homeporting Program. However, we are unable to draw any conclusions because of the important differences between the Bay Area and these Washington communities. For example, the community of Kitsap has a population of 116,090, with its adjoining counties having populations of 11,000 and 22,200. These communities are predominantly semi-rural, with sections that are completely rural. Fifty per cent of the total employment is in the military sector. In addition, the tax structures between California and Washington are significantly different. Thus, we were unable to draw any conclusions from these communities' experiences about the USS Missouri's homeporting impact on Alameda County.

Health Related

According to the EIS, all active duty Naval personnel assigned to the homeporting program and all dependents would receive primary medical care from Navy medical facilities. Dental care will also be provided to all active duty personnel, although dependents will receive dental care only on a space-available basis. Navy dependents who receive care on non-military facilities are usually reimbursed by the Federal Champus Program.

One of the questions that has been raised is what the impact will be on the County's hospitals and clinics if Oak Knoll Naval Hospital cuts back its services or closes. A few years ago, Oak Knoll Hospital, along with several other County Bay Area installations, was on the Secretary of Defense's list for potential cutbacks or closure.

In response to this question, the Navy indicated that they have no plans to cut back on services or to close the Oak Knoll Naval Hospital. However, there is a Department of Defense-sponsored inter-service study underway to investigate the possibility of combining the major military

medical hospitals in the Bay Area. This study is scheduled to be completed during 1988, and the Navy has agreed to insure that our County Health Care Services Agency is consulted before its completion.

In the event that Oak Knoll would suffer earthquake damage, other military medical institutions in the Bay Area would assume the resulting workload. A seismic upgrade program for Naval facilities in the Bay Area is presently underway.

School-Related

Regional increases in school-age children resulting from the homeporting program, will mostly affect the San Francisco Unified School Districts according to the environmental impact study.

Alameda County will gain an estimated 413 school-aged children in Grades K through 12. Alameda, Oakland, Hayward and San Leandro Unified School Districts will absorb 88%, or 362 K thru 12 students of the projected increase. Please refer to the table below:

Projected 1990-91 Public School Enrollment (Grades K thru 12)
for Selected School Districts*

<u>City</u>	<u>Hseholds</u>	<u>City Children</u>	<u>School Age Children</u>	<u>Private School Students</u>	<u>Public School Students</u>	<u>Dist. 85-86 Residual Capacity</u>
S.F.	1,940	2,425	1,213	303	909	3,330
Alameda	110	138	69	17	52	520
Oakland	440	550	275	69	206	N/A
Hayward	110	138	69	17	52	7,796
San Leandro	110	138	69	17	52	1,565

*Source: EDAW, Inc. and Environmental Sciences Assoc., Inc.

This table shows that the estimated demand on public schools K thru 12 falls short of the current residual school capacity of the affected districts. However, it does not appear to be very likely that they can obtain financial assistance. The Federal Government provides two major types of assistance to school districts that are affected by military facilities. The first is for construction for which there is no federal allocation, and the second is for O and M or impact aid. The amount of impact aid received by districts depends on whether students live on or off base (Type A and B) and their percentage of the total school district student population. The maximum amount of aid that can be paid to a district is if at least 20% of the students who live either on base or off base.

For the current year, nation-wide allocation for impact aid is \$7-\$8 million, and there is a backlog of \$100 million in impact aid requests.

Therefore, given that the increased student demand would appear to be within the the districts' capacity tolerances and that impact aid is underfunded, it would not appear that Federal financial assistance would be available for Alameda County districts.

Environment Related

The discussion of environmental impact of planned and projected dredging or capital improvement projects at various installations in Alameda County focuses both on any direct or indirect impacts resulting from the homeporting of the USS Missouri and its associated vessels, as well as planned activities to service the existing Naval fleet in the Bay Area, including toxic cleanup.

During the course of our assessment we learned that there are many capital improvement projects which have been planned to increase the capacity of Naval installations to meet present and future needs of vessels homeporting in the Bay Area. It has been argued that these improvements are being driven by or linked to the strategic homeporting program to accommodate the USS Missouri and its support vessels. We are, however, unable to draw this conclusion since the improvements to the Naval installations in Alameda County were planned for before the Secretary of Defense's decision in June 1985 to homeport the battle group in the San Francisco Bay Area. However, we do recognize that the planned improvements will allow greater flexibility in servicing the homeporting program, as well as future ship disposition in the Western Region. Thus, the following discussion focuses on the planned improvements to installations in Alameda County, their cost and timing.

At the present time there are currently three Navy dredging projects in the County. These are summarized as follows:

- Wharf Utilities NSC Oakland: This project was originally submitted on January 21, 1976 for the fiscal year '78 Navy's construction program. The project was to modify two berths on the north marginal wharf for combat stores ships (AFs), cold iron utilities, electrical, steam, compressed air, water, telephone and fire alarm, fire pump system and sewer systems. The project would also be used for military sea-lift command ships' maintenance and emergency repair work. In 1979, the project was revised to modify four berths for support of two multi-product replenishment (AOR) ships and one tender/repair (AR) ship. In 1981, the Navy applied to the Corps of Engineers for permits to remove old piles adjacent to the north marginal wharf associated with this project. On August 12, 1981, the project was modified to include dredging for Berth A; in 1983, the project was again modified to include berthing for one AD. Current plans call for disposal of waste resulting from the dredging at the Alcatraz site. The estimated cost of the project is \$1.26 million.
- Dredging Waterfront NSC Oakland: This project was submitted on February 17, 1982, for the fiscal year '85 military construction program. This project was for dredging the NSC Oakland waterfront to a depth of 38 ft. to allow the berthing of two replenishment

(AOE:AE) ships. The dredge spoils may require ocean disposal because of their large volume. The Army Corps of Engineers will complete its ocean disposal environmental impact statement in early 1988. The estimated cost for the project ranges from \$8 to \$10 million.

- Dredging Channel and Piers 2 and 3 NAS, Alameda: This project was originally submitted on November 23, 1981, for the fiscal year '86 military construction program. It was for dredging turn basin, ship channel and pier areas to 50 ft. to conform to new criterion for aircraft carriers. In 1982, the project was modified to eliminate dredging of the channel and turn basin. Current plans call for disposal of the waste at the Alcatraz site. The projects's estimated cost is \$1 million..
- Electrical Distribution to General Purpose/Berthing Piers 2, NAS, Alameda: This project was originally submitted on July 22, 1983, for the fiscal year '86 military construction program. It was to improve Pier #2, by construction a mooring platform, a storage building, and utilities to accommodate five ships (3 guided missile cruisers (CGN), one destroyer tender (AD), and one mobile logistic support ship (MSL), which have been berthed at NAS Alameda since 1983.

Each of the capital improvements has a completed environmental impact report and a lead agency to oversee its development.

The Navy supplied the following information regarding its current plans to clean up toxic waste hot spots at NSC Oakland, PWC Oakland and the Naval Air Station in Alameda.

NSC and PWC Oakland

The sites are presently under study for these installations. The State Department of Health will be the lead regulatory agency, however, no time has been set for completion of the study. Therefore, the problem's extent is presently unknown. We do understand, however, that when the feasibility study has been completed these sites will be eligible for the installation restoration funds which come from the Navy's portion of the Federal Superfund .

Naval Air Station Alameda

The characterization study to determine the nature and amount of toxic cleanup that will be required will be completed by the end of 1988 for this installation. The remedial investigation and feasibility study (RI/FS) determining the cost and specific actions that are required will be completed by 1989, with the final completion of the cleanup targeted for 1992. The State Department of Health Services will be the lead regulatory agency providing oversight; however, other agencies, including the Water Quality Control Board, will also be involved in the toxic cleanup program at the base. The source of funding for this program is the Installation Restoration Fund.

Dollar allocation for both of these projects will not be established until the feasibility studies have been completed.

Finally, it is worth commenting that the Navy wishes to clean up these hot spots as soon as possible, but procedural requirements and the number of regulatory agencies involved makes the process time-consuming. Years may be needed to resolve the problems.

Law Enforcement Impacts

According to data from the EIS, the population increase resulting from the homeporting project would be distributed among 85 cities and 7 counties throughout the Bay Area. With the exception of the City of San Francisco, which anticipates supplementing police and fire protection where necessary in the Hunters Point area, no significant impacts on police protection in other areas are predicted. Neither Oakland nor Alameda city officials expect any increase in police or fire service demand from the homeporting program.

Conventional and Nuclear Weapons Transportation

The transportation of both conventional and nuclear weapons through both residential and congested commercial areas has been a particular area of concern. Extensive discussions were held with the Navy in order to both clarify the Navy's position regarding the method of transportation and to review their ordinance handling procedures. These discussions determined that it is a stated policy of the Commander of the Naval Base in San Francisco that the primary means for ordinance transportation within the Bay Area will be by water. However, should operation necessity dictate road transfer, such transportation will be along routes established and approved by the Department of Transportation and the California Highway Patrol. Only the Commander of the Naval Base in San Francisco can make the final decision to use roads to transport weapons.

The Navy has indicated that it is their policy to impose strict limitations on the amount of ordinance that may be loaded/off-loaded at any one site at one time. These limitations are expressed in terms of net explosive weight related to the explosive safety quantity distance, i.e., the distance to inhabited buildings and roadways which limit the amount of ordinance to be handled. The results of these limitations, according to the Navy, is that only small amounts may be loaded/off-loaded at most piers, and that there is minimal if any potential hazard to Navy facilities, inhabitants, workers or nearby communities.

The Navy has indicated that there will be little or no increase in loading and off-loading of ordinance at Alameda resulting from the homeporting program. However, this is contingent upon completion of the upgrade of Pier 35 at Mare Island. It is also based on the phased arrival over a 3-4 year period of the ten ships associated with the USS Missouri homeporting program. The Navy has stated that it would prefer the earliest possible completion of the Pier 35 project because

of the number of ships already berthed at the NAS Alameda and the significant limitations on the amount of ordinance which the Navy is allowed to handle at NAS Alameda piers.

Finally, discussions were held with the Navy regarding alternative means to on-and-off-load munitions that involve the USS Missouri. The Navy Ordinance Loading Plan indicates that the Missouri can be on-and-off-loaded either at dockside or Anchorage. Therefore, given the ordinance limitations at Alameda Naval Air Station, it is recommended that the USS Missouri be off-and-on-loaded at Anchorage rather than utilizing the facilities of the Alameda Naval Air Station.

Local Employment and Local Economy Related

Determining job gain in the economy resulting from the homeporting program of the Missouri has been an area of considerable dispute. The Navy's environmental impact study estimates that 1,269 person years of temporary employment will result during the construction phase of the project. Direct employment associated with the Homeporting Program will total 5,912 and consist of 5,512 ship crew billets positions, 400 shore-based military enlisted billets and 600-700 civilian positions. Total indirect employment is estimated at 2,232 person years. Indirect employment associated with the homeporting program will be 2,553.

Estimated Employment Resulting from Homeporting Program

Construction	- 1,269 (temporary)
Direct Employment	
- Military	- 5,512 (ship crews)
- Civilian	- 600-700
- Shore-Based Military	- 400
- Allied Indirect	- 2,232
- Indirect (Multiplier)	- 2,553

The job gains listed in the environmental impact study would be offset by an estimated 1,373 spouses who would accompany the military personnel and who would enter the labor market. Approximately 1,197 of them would be employed in the regional economy, while the Navy will employ 176 in civilian positions.

Increased naval activity at Hunters Point would displace approximately 300 current non-Navy tenants and would result in a loss of low-cost light-industrial rental space. The environmental impact study estimates that approximately 100 jobs or 20% of the persons employed at the private shipyard at Hunter's Point would be lost if similar specialized facilities were unavailable in the Bay Area. In addition, approximately 90 businesses with an estimated 500 to 1,000 employees and 350 artists would be displaced from the Hunters Point Naval Installation.

As mentioned earlier, there has been extensive debate over the accuracy of the employment estimates resulting from homeporting. Opponents have argued that the analysis is incomplete in that (1) the multipliers used in calculating indirect employment are overstated, (2) the estimates

have not been adjusted for inflation in the areas of military employment and procurement, (3) no multiplier was applied to direct jobs displaced at Hunters Point if the businesses are unable to relocate and thus be forced to terminate their businesses, and (4) no consideration was given to the loss of jobs once the construction phase has terminated at Hunter's Point.

Clearly, the calculations on both sides are debatable and further assessment will be required if it is determined that this a critical issue for determining the homeporting impact on Alameda County. Therefore, without resolving the issue at this time, the remainder of our discussion uses the environmental impact survey as well as supplemental information requested by Members of the Board concerning Navy employment in Alameda County.

Question #1 Research has shown that currently 50% of the Navy spouses are employed in communities where they are based. What is the expected job skill level of those naval spouses likely to be seeking jobs in Alameda County? What are the impacts of this on overall employment opportunities in Alameda County?

Answer #1: The EIS anticipates approximately 1,373 total working spouses including 1/6 spouses seeking Naval employment. Using the data contained in the EIS showing the distribution of dependents in the Bay Area by county, we estimate that 40% of these working spouses will seek employment in Alameda County. This means that 550 spouses will seek employment in local communities of which 70 will seek naval employment. According to the Navy, jobs particularly sought by spouses include: secretaries, clerical workers, financial accountant/budget, shop workers, store clerks/managers, computer analysts/programmers/data entry, counselors, etc.

Question #2 What are the Navy's current expenditures expansion plans in Alameda County? Do they exceed the \$74 million in construction projects planned for the Naval Air Station and the Naval Supply Depot reported in the Oakland Tribune on July 16, 1987? What part of these plans are tied to the homeporting of the Missouri fleet or the Texas or USNS Mercy homeporting? Will the FY '88 Federal budget appropriations of \$16 million to build a new plating shop and \$11.4 million to build a new intermediate maintenance facility for minor aircraft repairs at Naval Air Station go forward regardless of additional homeporting?

Answer #2 According to the Navy, none of the congressionally mandated construction appropriation requests of \$79 million for homeporting in the San Francisco Bay Area are designated for Alameda County. The FY '88 project referenced in the question are still planned pending congressional funding approval.

Question #3 How many additional civilian jobs are expected to be generated in Alameda County by homeporting? What is the minority and female hiring history of the local naval facilities? What pay levels and promotion opportunities are to be expected?

Answer #3 According to the Navy, the only direct labor jobs currently identified in Alameda County resulting from homeporting are approximately 19 positions at NSC in Oakland for Fleet supply support. Salaries for these jobs range from \$15-\$25,000. The Navy reports that the operating requirements for Hunters Point will generate jobs throughout the Bay Area and that it is reasonable to expect that some Alameda County residents will be part of the labor force at Hunter's Point. Finally, the Navy is an equal opportunity employer and does not discriminate in its hiring and personnel administration practices as required by Title VII of the Civil Rights Act as amended. Both minority and female applicants for jobs will be provided equal consideration with all other applicants.

Question #4: How much is the Navy currently expending in the economy of Alameda County? How much derives from the ships that are currently homeported here? How many local civilians are employed? How much is currently spent with local businesses? Which type of local businesses receive significant amounts of navy procurement contracts? Food suppliers? Petroleum product related businesses? Electrical and natural gas suppliers? What salary level and skill level of jobs are generated by these procurement contracts?

Answer #4: The environmental impact study shows that the payroll totals for the Navy personnel based in Alameda County for 1985 were \$200.3 million (this includes \$134.2 million for ship personnel payroll). The civilian payroll for 1985 in Alameda County was \$375 million. Approximately 12,300 civilians are employed by the Navy in Alameda County. During fiscal year 1987, procurement contracts in the East Bay amounted to 47 million, including parts and service contracts.

Question #5: What actions is the Navy currently taking to reduce ship repair expenditures? (e.g., the Navy has just begun painting ship hulls with tributyltin and using underwater scrubbers to avoid the need for drydocking). How will these actions affect the economic projections of the homeporting of the Missouri?

Answer #5: According to discussions with the Navy, they are not using the TBI paint on ship hulls in the San Francisco Bay Area. Underwater scrubbers are a fuel economy measure and this task is not performed solely as a maintenance reduction measure. Hull scrubbing can be done as part of the overhaul process, but often is done in addition to ship overhaul.

Question #6: What part of the current Navy expenditures becomes available to the public sector to pay for public services and infrastructure costs?

Answer #6: There are no Navy expenditures that are presently considered as part of the homeporting program for Alameda County and its constituent cities other than consideration of the infrastructure improvements in the city of Alameda for the 664 housing unit project.

Question #7: How dependable is future naval expenditure in this County? What will be the consequences of reductions in spending after the homeporting of the Missouri?

Answer #7: The Navy reports that they have a long term commitment to the economy of the San Francisco Bay Area. Current lists of military construction projects at NAS Alameda, NSC Oakland and Navy Aviation Department, Alameda are being pursued by the Navy facilities engineering activities in San Bruno. Final construction of these projects is contingent upon Congressional approval.

In order to further elaborate on the revenue impact of the homeporting program in the Bay Area, supplemental information was requested from the Navy. It is important to remember that no estimates were made of indirect jobs, jobs lost due to displacement, or jobs lost to competition resulting from spouses of Naval military personnel seeking employment. Before a final assessment of the net impact on the Bay Area can be arrived at, these factors will have to be taken into account. Congressman Ron Dellums, who chairs the Military Installations and Facilities Subcommittee, has commissioned an economic impact study for New York, San Francisco and Galveston. Hopefully, through this effort, a more complete and comprehensive assessment will be made of the impact of the homeporting program on the Bay Area.

With this in mind, the following revenue estimates for the homeporting program were provided by the Navy.

Estimates of Homeporting USS Missouri Program

Civilian Payroll	\$ 20 million
Annual military salary (ship crews and stationed Navy personnel)	\$138 million
Construction costs for homeporting	\$ 79 million
Housing construction costs at Hunters Point	\$120 to \$140 million
Special projects	\$ 8 million
Add'l military construction not part of homeporting cap (non appropriated fund facilities and medical/dental facility)	\$ 32 million
Ship repair contract work for the Bay Area (\$156 million 1986; \$200 million presently) - Homeporting USS Missouri and support, \$40 million	\$240 million
Expenditures for ships in port from local sources - Homeporting USS Missouri and support, \$1.9 million	\$ 7.5 million

- Social Services - During the study, we were unable to determine the impact on the County's social services resulting from the homeporting program. Further analysis is required and the Directors of both Social Services and Health Care Services Agencies are being requested to further investigate any homeporting's impact on their respective budgets.
- Employment & Economic Development - Considerable doubt remains regarding homeporting's net impact on the economy. The homeporting study of San Francisco, New York and Galveston, commissioned by Congressman Ron Dellums, Chairman of the Military Installation Facilities Committee, will, hopefully, be able to shed more light on this issue.

For the present, the Navy is a significant contractor of local goods and services. In order to ensure that the disadvantaged residents of the County are able to benefit from these significant procurement expenditures, it is recommended that the Navy and the County jointly explore the possibility of establishing first-referral hiring agreements with the Private Industry Councils of Oakland and Alameda County.

- Health-Related - The Navy is not planning to cut back or close its Oak Knoll Naval Hospital in Oakland. However, it was determined through the study that a joint Air Force, Army and Navy inter-service study is being commissioned that will address both Bay Area health needs and the feasibility of a single military hospital. Given the impact that this could have in the County, it is recommended that the Health Care Services Agency be involved in the study before its scheduled completion at the end of next year.
- Law Enforcement - Given the wide dispersal of naval personnel throughout Alameda County, it was determined that there would be no significant impact on law enforcement activities.
- Environment - A significant amount of dredging is presently planned for installations located in Alameda County in order to serve its present fleet commitments. These projects will, however, provide for greater flexibility in handling the USS Missouri and its support vessels, as well as future dispersal of ships within the Western region. In the area of toxic cleanup, a number of projects are planned that are under the lead direction of the California Department of Health Services. Given the substantial environmental impact that many of these projects have on the County, it is recommended that the Navy work with appropriate County departments for the development of "community relations plans" for Naval activities within Alameda County. These plans will be components of the planning and study process of the hazardous waste and toxic cleanup process.
- Ordinance Transportation - The Navy has indicated that barges are the primary means of transporting of both conventional and nuclear weapons. Only the Commander Naval Base San Francisco may make exceptions to this policy. Given the concern over this matter, it is

recommended that the Board of Supervisors request written verification of this understanding with the Commander Naval Base San Francisco. Further, it is recommended that in the event of surface-street use, that periodic reports be provided to the joint local government Naval task force for discussion and review.

Finally, it is recommended that all off-and-on-loading of vessels associated with the homeporting program occur at Anchorage or Vallejo. This will mitigate the impacts of the increased congestion and activity at the Naval Station and its immediate residential and commercial communities.

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IV. SUMMARY AND RECOMMENDATIONS

The homeporting of the USS Missouri will have a significant impact on Alameda County. While some impacts in some areas such as schools and law enforcement are relatively insignificant, many other areas will experience significant negative impacts that will require mitigation measures to offset them. During the course of the study, it became obvious that there is a need for a vehicle for ongoing communication between elected officials and administrators and the Navy regarding present Naval operations, expansion plans, and participation in the homeporting program. Towards this end, it is recommended that the Alameda County Board of Supervisors establish a task force comprised of both Board members and mayors from the affected cities to meet on a regular basis with the Commander of the San Francisco Naval Base and area Naval activity commanding officers. The Navy is one of the largest employers in the County and their presence has a substantial impact on the community that ranges from transportation and housing to the environment. The establishment of a formalized vehicle for communication, planning and joint action will ensure an effective partnership for all participants.

Impact summaries and the recommended mitigation measures for specific areas are set forth below.

- Housing - Given the demographic distribution of naval personnel in the Bay Area, Alameda County's current shortage of naval housing will be particularly affected by homeporting which will bring an additional demand of 881 families. This increased housing demand will be partially offset by planned naval housing expansion at Alameda and other adjoining communities. However, the distance between naval installations and planned housing is considerable; therefore, it is recommended that my office and Alameda County cities work with the Navy to investigate available sites that are closer to established naval installations. In addition, there should be an evaluation of Hunters Point housing for possible expansion beyond the planned 1,500-unit level in order to lessen the impact of the homeporting program. Finally, the County should support the Navy in its efforts to mitigate the housing problem through their housing acquisition strategy
- Transportation - Homeporting will add 17,780 to 23,870 daily vehicle trips on Bay Area roads. The Navy plans to institute a number of mitigation measures that will hopefully reduce homeporting's impact on the Bay Area transportation situation. Given the large presence of the Navy in the County, it is recommended that the Navy establish a transportation coordinator at each Alameda County installation to investigate and coordinate various methods of mitigating impacts that result from present or increased naval personnel.
- School-Related - The increase in K to 12 school enrollment in Alameda County schools resulting from the homeporting program appears to be insignificant and within the established enrollment capacities of the affected school districts.

REPRODUCED AT GOVERNMENT EXPENSE

~~REPRODUCED AT GOVERNMENT EXPENSE~~ATTACHMENT #1

OAKLAND, CA
 FY87 MONTHLY HOUSING COST ACCEPTABILITY CRITERIA
 WITH DEPENDENTS

<u>PAY GRADE</u>	<u>*BAQ</u>	<u>** VHA</u>	<u>*** OSD</u>	<u>TOTAL</u>
O-10	\$701.10	408.48	343.38	1,452.96
O-9	701.10	408.48	343.38	1,452.96
O-8	701.10	408.48	343.38	1,452.96
O-7	701.10	408.48	343.38	1,452.96
O-6	636.00	379.40	321.24	1,336.64
O-5	585.90	416.17	314.78	1,316.85
O-4	535.50	340.39	283.52	1,159.41
O-3	446.40	292.83	241.92	981.15
O-2	382.80	253.79	223.08	859.67
O-1	343.20	260.54	162.04	765.78
W-4	481.50	333.68	273.74	1,088.82
W-3	430.80	282.77	204.20	917.77
W-2	402.60	320.26	204.38	927.24
W-1	351.00	307.92	178.66	837.58
E-9	456.00	277.14	258.32	991.46
E-8	424.80	267.21	224.30	916.31
E-7	395.10	264.17	212.62	871.89
E-6	358.50	244.95	195.86	799.31
E-5	318.60	207.94	183.06	709.60
E-4	275.40	177.25	161.94	614.59
E-3	253.20	163.89	156.92	574.01
E-2	253.20	171.17	107.22	531.59
E-1	253.20	176.41	67.46	497.07

Source: * 6 Jan 87 PHONCON V. Arns, WESTDIV/R. Woody, NAVFAC

** October 1985 Navy Times

*** OSD ltr dtd 24 Dec 85, Maximum Monthly Housing Costs
 Above Allowances

SAN FRANCISCO BAY AREA HOUSING ACQUISITION STRATEGY

SUB-ELEMENTS:	1	2	3a	3b	4	5					
	DODHF NOVATO	HUNTERS POINT	NAVSTA TI	NWS CONCORD	NAS ALAMEDA	801 /	REPLACE- MENT	UHI RE-HAB	HRS INVENTORY EXPANSION	FY TOTAL	REMAINING DEFICIT ⁽¹⁾
											4,000
FY 86								26	126	152	3,848
FY 87	MILCON 300								163	463	3,385
											3,520 ⁽²⁾
FY 88		2667/801 500	MILCON 144	MILCON 300					100	1,044	2,476
FY 89		2667/801 500			MILCON 300				100	900	1,576
FY 90					MILCON 346				100	446	1,130
FY 91		2667/801 500				200	(505)		100	800 (505)	330
FY 92				MILCON 300			(29)		100	400 (29)	DEFICIT ELIMINATED
SITE TOTALS	300	1,500	144	600	646	200	(534)	26	736		

REVISED: October 1987

(1) Deficit based on FY88 Family Housing Survey dated: June 1986

(2) Deficit based on FY89 Family Housing Survey dated: August 1987

